ECONOMIC CONDITION OF VIR-GINIA FOR THE PERIOD IM-THE REVOLUTION-

Interesting and Hitherto Unpublished Letter from a Foreign Settler.

Virginia's Supineness in Industrial Enterprise Predicates and Affirms Itself.

DESCRIPTION OF NORFOLK AS DEVASTA-TED BY THE BURNING OF 1776-CONSE-QUENCES OF THE WAR-PLANS OF DO-MESTIC ECONOMY UNSETTLED-ONEROUS They had in Norfolk £5 per month and TAXATION-TITHABLE POPULATION-THE | Work bound to them through the Year, and MENT OF KENTUCKY-INDIAN TROUBLES. SENTATION.

Messrs. Editors of the Dispatch: The following graphic picture of Virginia and its economic condition at the period indicated by the time of its inditing may serve not only to interest, but to enlist seriously the minds of your numerous readers. It manifests clearly and conclusively that the present are not the first dark and despondent days which have overshadowed Virginia, nor yet the first time that our citizens have borne onerous burdens of taxation, and above which we have risen or may rise triumphant. It may be demonstrated that Virginia was as dependent on English manufactures then as she has allowed herself since to be on those of New England, and that the poverty and prostration succceding the struggle with Great Britain was even greater than that following our late internecine conflict. It cannot be substantiated that relief was due to an abrogation of bonor and honesty, or to the wholesale repudiation of the paper-money debt, State and Federal (a principle in its personal application I am convinced alike universaily damning and reactive ultimately upon the individual beneficiary); for tumultuous times and another war speedily succeeded during the still-pending financial embarrassment of our country, and before our industries and our commerce were fully reinstated. To all material interests, pecuniary values, and private contracts, as I glean from a diary kept by the late Thomas Rutherfoord (a Scotch merchant, capitalist, and landholder, widely known and universally venerated for manly and Christian worth), was the war of 1812 demoralizing have are Tax'd Ad Valorem; every Negro and disastrous. Yet the Virginians of those days, jealous of their own fame, never once breathed repudiation. Thus self-sustained by conscious integrity and consequent the menacing troubles were battled, borne, and surmounted. Hoot Cattle and other Things are tax'd in proporupon the shade-cowering Virginian who tion. The manner in which Land are tax'd, claims crowning disaster in the loss of the there are inspectors appointed to Value

To the plow, young man! Were there more workers and less cross-road political bawlers now-a-days we would hear nothing of repudiation. If our would-be statesmen would look a little behind the light of their own noses and rely more upon the cogency of historical truths and parallels in their arguments, place less confidence in special pleading, and be less eager in a selfish pursuit of personal interest, dispensing patronage and ambitious aggrandizement, all fear of the visitation of want upon or the investure of our glorious old Commonwealth with irradicable dishonor would be speedilv dissipated.

value or inefficient and embarrassing man-

Assuredly, now when we are almost out of the slough of despond, and better and brighter days are bursting upon us-based upon an influx of capital from unusually remunerative prices from a prolific wheat crop gathered, and from as generous crops of corn and tobacco promised, and the prospective employment of our mechanical industries, contingent upon the demands of the belligerent Powers in the East-most inauspiciously and contemptibly does the selfabusing, repulsive, and reverberating cry of repudiation, of stultification, strike the pure ear and honest mind.

The original of the following letter was addressed to the "Revd. Robt. Dickson, Narrow Water, Newry, Ireland," and stamped "Ship Letter," without mark of to the Virginia Historical Society by ex-Governor John Letcher, through J. D. Davidson, Esq.

son, Esq.
Very truly yours,
R. A. BROCK. Richmond, Va., July 16, 1877.

CAROLINE COUNTY, PORTOBAGO BAY(a),

ON RAPPAHANNOCK RIVER, VA., 24th March, 1785.

Dr. Uncle,-As I have written you in a former letter of the 1st of January of my present situation, I shall say nothing more respecting that in this one, only that I am well, and as happy as any one could be in the like Circumstances. I shall now proceed to give you an imperfect Description of this County as far as my knowledge leads, or Information and time of Residence will Admit of.

Norfolk, which was the first place I went on Shore at, has been an Elegant large Town before it was destroy'd, chiefly Built of Bricks; but now a-rebuilding mostly with Wood; such a Yast heap of Ruins and Devastation are almost impossible to have any Idea of unless seen (b). Its Inhabitants before the War were almost all Scotch (c), and is likewise now, altho as I have been Inform'd there are not over thirty or forty in it now who possessed it before the War. They are very desirous of having a discenting Clergyman (d) placed there, as they have no worship of any Kind, their Church being destroy'd with the town, which has been a most beautiful Edifice. I have been told by one of the principal Merchants they would subscribe 100 or 150 Guineas to a

genteel, well-behaved Man. The rent of Ground to build Houses on,

(a) "Portobago Bay" must be the prototype of the present Port Tobacco of the maps, which is situated on the southern side of the Rappahannock river two and a half miles below the opposite points of Port Royal and Port Conway, and about twenty-live miles below Fredericksburg.

(b) "Danmore's fleet being distressed for provisions more than the provisions of the prototype of the

Hoyal and Port Conway, and about twenty-lave lines below Fredericksburg.

(b) "Danmore's fleet being distressed for provisions, upon the arrival of the Liverpool man-of-war from England a flag was sent on shore to inquire whether the inhabitants would supply his Majesty's ship. It was answered in the negative; and the form keighand, after version of the production o

if convenient to business and Trade, is ex- | differ[ent] in their ways and manners of | The First Victim of the War was Baiceeding high. 100 Gs pr annum is not uncommon for a small Lott such as Merchants could Build Storehouses upon. 'Tis very hard to purchase Letts; for the proprietors, altho' reduced to extreme poverty (many of them), will not sell out, but wd choose rather to live miserably in the forests untill they recruit themselves by letting these Tenements, and such as are undertaken sell of the waste of the Old ruins to pay the Taxes of the place rather than sell out, such is their resolutions to Keep their possessions. The Cause which appears to me of their Rebuilding the Town mostly with Wood is this. The Proprietors will not let the Ground longer than the duration of Seven Years, the Tenant being bound to Build, and at the Expiration of that term to deliver it up. Of Course, anything that will answer his Business or serve any way Tollerable for that time is the Houses that are Built. However, 'tis thought 'Twill be the most flourishing Town in the State for Trade before many years, having the finest they want. They who live 100 Miles and upwards in the back Country then lay in rope. Carpenters and Brick-Layers are wanted in all the Towns.

nominations have most enormous prices for their Work. You have to pay from 18s. to 25s. for making a suit of Clothes. They are very fond of Irish Emmigration here, and it is given as a Toast often at their Tables. It really surprises me to see them inclin'd to give the preference to ye Irish or English rather than the Scotch or the War, nothwithstanding they seem to any Kind of Culture it will carry where I

dislike them in General; and if there was am 5 or 6 Crops of Wheat and Tobacco; ASSURED FORTUNES TO MERCHANTS a Bargain in any of their Merchandise, wd so that I think a man that understood AND MECHANICS-LEGISLATIVE REPRE- rather that an Englishman should have it Farming might make Very handsomely for The Benefits arising from the Reformation, I think, are not so great as they expected. They themselves confess that they were better before the war than now-that is, with respect to taxes, which are very heavy upon them. Yet they don't seem to

believe they wd do the same thing again land unknown to them here; which might were they put to the Trial, and much applaud the Irish for their Revolution and Spirit of Independence, but think you have let the time pass when it might [have] been in your power to have gained itthat is by joining them here while at Variriance and England engag'd; but they despair of your gaining it now. We have had various acets of your Dis-You were actually at war with England. But I have heard since that your Troubles are chiefly subsided, and that only a few of a factious * * *—aded party remain that will be punish'd and some of your Ring Leaders as public examples. I wish sincerely your Proubles were at an end, and that I could be certified of it from your Hand.

They don't expect that the Benefits of reformation will be of much service to the present Generation; but that it will reach o their posterity, and that they perhaps are not paying so much as what England would have impos'd upon them, and after some time they expect to be better. People of any property suffer'd in general exceedingly many of them, from Wealth and afflu-

ence almost to Beggary. Then Taxes seem to be increasing, and lie very heavy upon men of any property. Besides their Land Tax, everything they Slave from 16 tax'd 20s., and 10s. for Children from the Minute they are Born, which amounts to a Very great Sum to such as have 150 to 200 Slaves, such as Mr. Lomaxes. His Taxes amount to £350 odd pr Annum. irresponsible, lash-driven, and throughout their Lands. Then they have to pay so much life ever-dependent African-his pecuniary per Cent., according to their property. And notwithstanding all this, they tell me they are not clearing the Interest of the National Debt. Therefore they are making more Taxes and Contributions and raising the

Tax upon Negroes. In the Colony of Virginia there are accounted 13,000 Tithables-55,985, and the Residue consists of Negro Men and Women. The Number of Inhabitants are accounted. White and Black, at 44,8008. A Negro Man or Woman between 15 and 40 are Computed at an Average in Value about £60, but a Stout Young Fellow, particularly one of them who are any. Trade, will sell at 100 and £120. I have Know 15 Sold at a time. some of them Women and the half of them Children, sell at £1,000. The value of the Negroes in the State are accounted at a Moderate Computation worth £6378570.

As to the Trade of the Colony, its Staple is Tobacco. They export communibus annis 60 or 70,000(e) hogsheads, each wt. 1,000 pounds. The Common price here about a Guinea 28 and 30 shillings per cwt. As to the Drink chiefly us'd in this Collony, it is generally Cyder(f)-every planter having an Orchard, and they make from 1,000 to 5 or 6,000, according to their rank and For-

As to the Soil, it is very different in dif-Rivers are generally a Black, Deep soil, which produces the largest Tobacco and all from the Rivers are generally of a midling postage charged. It was recently presented Quality, yet produces Indian Corn sufficient for the Inhabitants (without the least Manureing), who Chiefly use Bread made from this Grain, particularly lower Classes. The very meanest and hilly Land are very proper for the Peach Tree, every planter almost having an orchard of these Trees. The Brandy made from that Fruit I think is excellent, and they [make] it in general in sufficient quantities.

As to their Manufactures, they Consist chiefly of Cotton, for very little Woolen or Linen Cloth is made in this province, there being but few Sheep; of Consequence broad Cloaths are Extremely dear-I think in General 100 p ct. dearer than in Irelandand the most of all Commodities which are Imported from Europe are all wearables &

hard Ware. All land that is clear is taken up with Tobacco and Grain; few of them understand the management of Flax. Most of the men as well as the Women, of the lower Classes, wear Cotton Cloth of their own Manufacturing both summer and Winter, which grow here in Abundance.

I have heard this Province Esteem'd the

Richest (that is, by its own Inhabitants). But from all accounts I can learn from those who have travelled the other Provinces, it is esteemed the poorest. As to Household furniture it is thought to exceed the Other Provinces. They have an excellent breed of fine English Horses. The Weather here is very Variable, particularly in Spring and fall; in the Mornings and evenings you like to freeze, and in the middle of the day it is Almost burning the soals of one's Shoes; even in December, in the middle of the day it is scorehing warm, and we have Green Peas and Flowers in Bloom. (g) Its Esteemed the most sickly Province this, except Georgia and S. Carolina. Fevers and Agues, Pluricies, Billious Fevers, rage Terribly. When I first landed the Agues and Fevers where about their last Stages; it appeared to me like a general Plague; there were no less than 7 siezed with it in the same house

more described as a second control of the control o

living than this and other parts of America. The Gentlemen here, particularly since [Captain W. P. Cooper, in the Philadelphia Weekly Taxes being so high upon Negroes, seem to be Willing to Adopt the plan of Renting their Land to Tenants and disposing of their Slaves; for there is no such Thing as Tenants here as yet, nor can they get any; Land is too plenty; there are Thousands of Acres lying uncultivated in one Continued Forest, Gentlemen having vast Plantations containing several Thousand Acres. Consequently not the fourth or the 8th of it can be of any present Advantage or serve to bring in any Money Yearly. There being no Tenants, the mode they have is this: they have an overseer or overseers, and their slaves Clear and Plant Tobacco, Indian Corn, Wheat, and sometimes Cotton. Few Oats are used here, and what they have [they] make use of it to feed their Cattle, for they would not eat it. The crop being tended, they then carry their Tobacco to their Mercht, for which they Barter for such Commodities or Goods as year; and as to their Indian Corn, there are Traders who come from Pensylvania, New England, the Gersies, and part of Maryland, often 30s. per Week for Jobbs of short in little Vessels fitted for the purpose, up standing; but, indeed, Workmen of all De- the Navigable Rivers with such Commodities as the Country want, and Take Corn in Exchange; for they raise no Indian Corn in the above mention places; therefore for £100 that an Estate Would Bring in by

this mode, could they have it rented wd bring £1000. They have very indifferent Labourers, and though they never Cultivate any Ground as it [ought to be], it must be much superiour to our Land, for with that he would be able to have a parcel Cleared at first; whereon that seems Runout Clear a new piece, which is their Method here. They seem in this part unacquainted with any plan of making Money but such as I have mentioned; there are a Thousand Ways of making Money in Ireturn to much Advantage in this place. Since the War there is a Land Office

Opened, and the Inhabitants since that have explor'd back upwards 5 or 600 Miles further than Before to a new Country, Call'd Kain Tuckey, which have lowered the price of lands much, and have made taxes more severe. It is reckon'd the finest Country in the World, affording almost all the necesturbances here. We had a Rumour that sities of life Spontaneously, and the Emigration from This and other parts to it are I dare say as much as and more than what is from Britain and Ireland here, there You may go take up what Quantity you please at 20s. per hundred purchase. Lands situate nigh trading Towns or on navigable Rivers and Bays seems to be advancing as fast in their price here as in Ireland. They tell me that Land which about 5 years ago could have been purchased for 20s. an acre wd now amt to £5 purchase.

But the people, by removing Back, has a General Indian War, and that they have murdd some who attempted to Survey on the West side of the Ohio, but is now much hush'd and is only said to be reports.

There are no Emigrants settle in this part of the Country, nor much in any part of Virginia, except Merchants and Mechannicks, such in a short time indeed may make fortunes. Yet, were there people to come and rent farms here I'm sure they could have almost any Quantity at a moderate price; in short, they wd not know I'm sure 5s. or 4-6 would be thought suf- moved, though such an operation as taking ficient. Yet, I think any Man with the same industry in Ireland might do as well

sembly Yearly. sidering his family and smallness of his combination of claws, which could be work-Stock. I cannot imagine how they would ed from the other end, so as to close firmly do untill they w'd get settled. I assure there over the tumor, and an arrangement was w'd be a great deal of hardship and Difficulty attending it-more than he can have through the instrument. In due time the any Idea of. I have an Instance or two of operation was successfully performed by it. But I wish everything for the best.

I'm afraid I have tired Your patience with tedious circumstantial accounts. I beg, Dr Uncle, that you may write to me by first, and inform me of the state of the Nation and that of our friends. Give my Kind Love to Aunt and all my Relations. I again repeat it, pray write to me. I w'd be glad of your advice and Directions how I should conduct myself which your Experience and Knowledge of the World has furnish'd you with. affec't Nephew, JOHN JOYCE.

"Correction of the Types." W. W. H. VS. NEILL AND R. A. B.

Messrs. Editors of the Dispatch : Since W. W. H. refers to me somewhat solicitously this morning I will relieve his anxiety. Of the errors in his article apferent parts; that which lies upon the pearing in your issue of the 13th instant, ascribed by him to the printer-as to the first-immaterial as it was to the question other Plants. But the land that lies distant at issue (as a mere figment in a loose hypothetical flourish)-no one can know better than himself what attention it deserved; and as to the second, its origin Manure, indeed they Know very little of could have been but obvious to every intelligent reader. Of other errors alluded to by him as appearing in his previous communications I am perfectly willing to allow him to decide and exemplify whether they were due to himself, his handwriting, or to the ever-responsible and much-abused

> printer. Need I remind W. W. H. that his newspaper tasks as to John Smith and others were all of his own eager seeking, and that his challenge of this morning is inconsistent er?" asked the Judge. "I don't know with the concluding expression of his last nothin' bout him, Jedge, only he's bigotarticle-viz. : "I trust that I may now be ex- ed." "Bigoted?" said his Honor. "Yes, cused from further participation in this discussion?"

Very truly yours, August 15, 1877.

[For the Dispatch.] Who Threw the Stool at the Dean, and Some of its Consequences.

The late assembling of the Pan-Presbyterian Council in the city of Edinburgh caused

was accustomed to sit in her stall at the head of the dean, exclaiming at the same time: "The deil colick in the wame of thee, thou false thief! Dost thou say the mass at my lug?" This was the signal for a most undevotional scene which followed. The windows were broken by the mob, the prelates were assaulted in the streets, and the life of the Bishop of Argyle was with difficulty saved by Lord Roxbury, who carried him home in his carriage, surrounded

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Early in May, 1861, George A. Porter-

field, a gentleman of Jefferson county, Va.,

who had received a military education and

seen service in the Mexican war, was appointed a colonel by Governor Letcher and his council, and sent into Northwestern Virginia to organize the various companies there being raised under the call of the State for troops. A company from Marion county, under the command of William P. Thompson, which afterward became Company A, of the Thirty-third Virginia regiment; two companies from Taylor county-one under the command of John A. Robinson, that became Company A, of the Twenty-fifth Virginia regiment, and one under G. W. Hansbrough, that was afterward disbanded-rendezvoused at Fetterman, a mile and a half below Grafton, on the 20th of May, 1861. On the 22d they were joined by the Harrison Guards, of Clarksburg, under the command of W. P. Cooper, which became Company C, of the Thirty-first Virginia regiment. The whole force was marched that evening up to Grafton and back to Fetterman. In the mean time a "Union" company had been formed in Grafton. That night it marched down to the edge of Fetterman, halted, and sent Bailey Brown and Daniel Wilson forward to reconnoitre. They went down the railroad till they came to Daniel W. S. Knight and George Glenn, of Captain Robinson's company, who were stationed on guard near the run at the eastern end of the town. Knight commanded them to halt. Instead of doing so they continued to advance, when Knight repeated his command once or twice; but Brown continued on till he got close to Knight, and then fired upon him with a revolver, shooting him through the ear. Knight, who was armed with an oldfashioned, smooth-bored musket, loaded with slugs, returned the shot, and one of the slugs struck Brown in the breast, passing through his heart, killing him almost instantly. His body was taken to the Town Hall, which was occupied as quarters by the "Harrison Guards," and properly cared for. When this firing took place Wilson ran back and Glenn fired upon him, striking the heel of his boot. This was on the night

of the 22d of May, 1861, about 9 o'clock. Mr. Brown was a native of Independence, Preston county, West Va., and was raised on a farm near there. He was thirty-five or forty years old when killed. Knight is a native of Stafford county. Va., is a carpenter by trade, is still living on a farm there, and s about fifty-eight years of age. Wilson subsequently became a captain in Colonel Latham's regiment, in the Federal army.

A PAINFUL OPERATION .- The Boston Globe of Monday says: A very remarkable medical case has come to our knowledge, and we have seen no account of it thus far in the journals of the profession. A lady living in Allston was troubled with some affection of the throat. The doctors pronounced it bronchial, and recommended a trip to the South. She obtained no relief enrag'd the Indians so that there's a talk of from the climate, and on her way back consulted an eminent physician in Baltimore, who said that a tumor had formed inside the windpipe. On reaching home she communicated this opinion to her physician here, and after consultation the doctors decided such to be the fact. The lady placed herself in the charge of some of the best medical talent in this city for the treatment of her case, which was becoming very serious. It was with great difficulty that she could swallow anything, and her breathing was becoming more and more obstructed. It was decided that the tumor must be rea tumor from the inside of a windpipe was unknown, and an instrument must be invented for the purpose. A tube was put strument was devised having at the end a made for passing a current of electricity gently pressing the instrument down the windpipe, firmly grasping the tumor in the claws, and burning it out by the electric current. It was drawn out, and the lady, who underwent the ordeal without the use of any anæsthetic, was doing well at last accounts.

A NEW HOME FOR NEGROES .- The negroes of Cincinnati are not anxious to be packed off to Liberia by their Republican friends." At a meeting held Monday in and wishes for your Happiness, Your ever that city they resolved that, as the negro the South, it was the duty of the race to form a colony in some western or southwestern State. As to Liberia, they declared that they viewed the scheme "with sentiments of profound dissatisfaction, as ruinous to life and capital." Kansas would be a good State for these people to occupy, or perhaps Nebraska might suit them better, there being a large population of radical Republicans there, who should, according to their professions, share their houses and lands with the new-comers .- Courier-Jour-

An ice-machine in Dallas, Texas, just finished, produces ice-cakes thirty feet long and six feet wide, weighing from ten thousand to twelve thousand pounds each. They are formed by freezing tine rain or spray. When the freezing is done the bottom and sides of the cake are thawed loose from the inclined plane, and the cake slides out upon a platform, where it is cut into pieces six feet square. Four cakes a day are frozen. The works cost \$30,000.

"What do you know about the prisonsah." "What do you mean by 'bigoted?" "Well, Jedge," explained the witness, "he knows too much foh one niggah, an' not 'nuff-foh two."

AUCTION SALES-This Day. By Wellington Goddin.

Real Estate Agent and Auctioneer corner of Eleventh and Bank streets.

PRUSTEE'S SALE OF SMALL rian Council in the city of Edinburgh caused many events connected with Scottish history to be referred to, and it was, we think, our own Dr. Hoge who reverted to the stool which was thrown at the head of the dean, perhaps in the very building in which this body assembled.

Jenny Geddes, who kept a stall in the High-Street, was the heroine of this affair, which occurred on the 23d of July, 1637, in the High Church of St. Giles. During the reading of the prayers by the dean of the city she let fly the stool upon which she was accustomed to sit in her stall at the

POSTPONEMENT. By reason of the rain last evening the above sale was POSTPONED till THIS AFTERNOON, same hour.

W. GODDIN,
Trustee au 16 By A. B. Duesberry, General Auctionser, 1323 Franklin street.

ELEGANT BRUSSELS CARPET, GEN-HARNESS, &c., &c., AT AUCTION.—THIS DAY (Thursday) at 10 o'clock I will sell at my auction-

AUCTION SALES-Future Days. By Jas. Macdougall, Auctioneer.

No. 10 Governor street. IBRARY OF RARE AND STANDARD BOOKS AT AUCTION.—On FRIDAY the 17th instant, at 11 o'clock, I will sell at store No. 1104% Main street (next to First National Bank) a valuable and well-aclected LiBRARY, in choice and plain bindings, embracing some of the choicest plain bindings, embracing some of the choicest PUBLICATIONS to be found in the English and rench languages. In the collection may be found complete the works

By Jas. Macdongall, Auctioneer,

No. 10 Governor street.

ARGE SALE OF SADDLE- AND HARNESS-HORSES AT AUCTION.—On SAT-URBAY the 18th Instant, at 11 o'clock, I will sell the stables of Mr. J. C. Johnson, corner Fifteenth and Frankin streets.

22 head of YOUNG, SOUND, and WELL-BROKE
SADDLE- AND HARNESS-HORSES.

The attention of those in want is respectfully
asked to this saie, as the HORSES are all reliable
and must be sold.

JAS. MACDOUGALL.

Auctioneer.

By Robert B. Lyne, Real Estate Agent and Auctioneer, No. 1212 Main street

COMMISSIONERS' SALE OF THAT ULARGE, DESIRABLE, WELL-CONSTRUCTED, AND MOST PLEASANTLY-LOCATED THREE-STORY BRICK DWELLING ON THE NORTHWEST CORNER OF FOUSHEE AND GRACE STREETS, NOW OCCUPIED BY N. M. LEE, ESQ., AS HIS RESIDENCE, CONTAINING ABOUT TEN ROOMS, BRICK KITCHEN, AND ALL MODERN IMPROVEMENTS, AT AUCTION.—In pursuance of a decree of the Chancery Court of the city of Richmond, pronounced on the 28th day of April, 1877, in the suit of N. M. Lee vs. A. M. Keiley et als., trustees therein pending, we, the undersigned, commissioners appointed thereby, will sell upon the premises, at public auction, on THURSDAY the 23d day of August, 1877, at 6 o'clock P. M., that desirable THREE-STORY BRICK DWELLING No. 2 west Grace street, situated on the northwest corner of Grace and Fonshee streets, and containing ten rooms, with all the modern improvements. The lot fronts 38 feet on Grace, and runs back 150 feet to an alley 20 feet wide.

This valuable residence, situated, as it is, in a most COMMISSIONERS' SALE OF THAT

This valuable residence, situated, as it is, in a most rus valuable restained, makes it especially attractive for a home or an investment. Special attention is called to this sale, as it is the only first-class residence for sale in that locality on Grace street. TERMS: Cash as to cost and expenses of \$6,733, with interest, cost, &c., thereon; and balance upon terms to be given at hour of sale.

A. M. KEILEY.
R. G. SCOTT.

By Richardson & Co..

Real Estate Agents and Auctioneers, 1113 Main street.

PRUSTEES' SALE OF TWO NEAT TWO-STORY FRAME DWELLINGS AND LOTS ON THE WEST SIDE OF TWENTY-CIGHTH STREET BETWEEN CLAY AND LOTS ON THE WEST SIDE OF TWENTY-EIGHTH STREET BETWEEN CLAY AND LEIGHT STREETS BY AUCTION.—By virtue of the provisions of a deed of trust bearing date the 29th day of March, 1873, to the undersigned, trustees, duly recorded in the clerk's office of the Chancery Court of the city of Richmond, to secure the payment of a certain negotiable note therein mentioned, and default having been made in the payment thereof, we shall, as trustees in said deed, being required so to do by the holder of said note, sell by auction, on the premises, on FRIDAY the 17th day of August, 1877, at 6 o'clock P. M., the REAL ESTATE described in the deed aforesaid, consisting of TWO NEAT TWO-STORY FRAME DWELLINGS, with five rooms and kitchen each, and LOTS 33x120 feet each, with an alley in the rear 14 feet wide, on the west side of Twenty-Eighth street between Clay and Leigh streets.

TERMS: Enough in cash to defray the expense of executing this trust-deed and to pay off the sum of \$1.324.13, with interest thereon at the rate of twelve per cent, per annum from the 5th day of December, 1876, until paid, is required, but more liberal terms may be given at the time of sale.

W. L. COWARDIN, 2 manufactured and to the content of the eral terms may be given at the time of sale.
W. L. COWARDIN. } Trustees.
J. A. RICHARDSON.

RICHARDSON & Co., Auctioneers.

This Province sends 76 Members to assembly Yearly.

If Jammey Cloureey sets 'out for America into the windpipe below the diseased spot, and the throat subjected to a course of "education" for the operation. An interview of the course of the second set of the course of drhout buildings, in every section of Many of the large estates are situated on the James. York, Rappahannock, and other rivers, and many of the small farms the near the cuty. Also, MINE-RAL, TIMBERED, and GRAZING LANDS in

GEORGE M. DREWRY, 1014 Main street. TWO VALUABLE FARMS ON THE TWO VALUABLE FARMS ON THE MEADOW-BRIDGE ROAD HALF A MILE NORTHEAST OF RICHHMOND, CONTAINING ONE HUNDRED AND FORTY-ONE AND TWO THIRDS ACRES, KNOWN AS "IVY GLEN" AND "MOUNT COMFORT," FOR SALE.—At the request of Mr. F. II. Deane, Jr., executor of the late Dr. F. H. Deane, deceased, I offer for sale these TWO VALUABLE FARMS—the former containing FIFTY-ONE ACRES, and the latter NINETY-ONE ACRES—to be sold as a whole, or separately, or divided into smaller parcels, ranging from twenty-tive to thirty-one acres each, according to a rev-five to thirty-one acres each, according to a rety-five to thirty-one acres each, according to a recent plat of survey to be seen at my office. These two farms have comfortable buildings on them, and are now occupied as market-gardens (by the Messrs, Tiller), for which purpose they have long been famous. They extend from the cast line of the Meadowbridge across the Chesapeake and Ohio railroad within half-mile of the city limits. As suburban residences, market-gardens, or dairy-farms, they possess advantages unequalled by any other places in the vicinity of Richmond. They are in full view of Richmond, with easy access by the beautiful Second-Street avenue. As the executor is peantiful Second-Street avenue. As the executor is anxious to sell the price and terms will be made ac-commodating. Apply to W. GODDIN, jy 19-Th&S4w Real Estate Auctioneer.

REAL ESTATE AGENTS, &c.

ANDS-FARMING, MINERAL, AND TIMBERED; also, CITY REAL ESTATE, for SALE, RENT, or EXCHANGE. Send stamp for Virginia Land Guide. HOUSES SOLD, BUILT, AND REPAIRED ON THE INSTALMENT PLAN.

GEORGE E. CRAWFORD, 1005 Bank street. GROCERIES. &c.

PEAS, IMPORTED FROM CHINA direct to Richmond via San Francisco and the Pacific railroad under special orders as to quality.
CHOICE GREEN or GUNPOWDER,
ENGLISH BREAKFAST.
BLACK TEAS of all grades.
For sale by
DAVENPORT & MORRIS.
1010 Deporters.
1011 Deporters.

AGENTS FOR

NESTLE'S MILK FOOD or LACTEOUS FARINA, DR. N. GERBER'S LACTEOUS FARINA for infants and invalids. OATMEAL, GRAHAM FLOUR,

CRUSHED WHITE WHEAT, HECKER'S FARINA. ROBINSON'S BARLEY SAGUS. TAPIOCA, MIDDLEMAN'S BISCUITS.

OSWEGO and OATMEAL BISCUITS, &c., &c.; A full line of fine GROCERIES. J. E. MORRIS & CO., 1534 Main street. CHOICEST BRANDS

WESTERN CANVASED HAMS at 12%c. per pound at

CHRISTIAN & WHITE'S. my 31-eod

FINE OLD MEDICINAL FRENCH BLACKBERRY BRANDY, CLEMMER'S and BUMGARDNER'S WHIS-Choice TEAS from 50c, to \$1.50 per pound. le 23 GEORGE A. HUNDLEY & CO.

REFINED SUGARS OF ALL GRADES,
JAVA, LAGUAYRA, and RIO COFFEE;
BACON, SALT, LARD,
NEW ORLEANS MOLASSES,
EXTRA SYRUP,
MANUFACTURED TOBACCO,
PORTER and ALE,
for sale by
DAVENPORT & MORRIS,
mn 20

RAILROAD LINES.

RICHMOND. FRED'G & POTOMAC R. R. CO., OFFICE GENERAL TICKET AGENT. RICHMOND, August 3, 1877. CHEDULE OF TRAINS.

On and after MONDAY, August 6th, trains will

run on this road as follows. 8:07 A. M. leaves the Byrd-Street station daily tex THROUGH MAR THAIN DAILY. 8:07 A. M. leaves the Byrd-Street station daily texcept Sunday), connecting with the Laltimore and Ohio and Baltimore and Potomac railroad, due at Washington at 1:10 P. M.; Baltimore at 3:10 P. M.; Philadelphia at 9:35 P. M.; New York at 10:15 P. M.

4:40 P. M. leaves Byrd-Street station daily, arrlying at Washington at 9:35 P. M.; Baltimore at 11:40 P. M.; Philadelphia at 3:40 A. M.; New York at 6:55 A. M. Through sleeper from Richmond to New York; price of berth, \$2;

4:15 P. M. ACCOMMODATION TRAIN, 101 Junction, leaves Broad-Street station

No. 1-7:25 A. M., leave Richmond; arrives at Burkeville 9:46 A. M., Danville No. 1-725 A. S. Burkeville 9:46 A. M., Danville 1:26 P. M., Greenstoro' 3:30 P. M., Salisbury 5:30 P. M., and Charlotte 7:26 P. M. No. 2-4:25 A. M., leaves Garlotte; arrives at Salisbury 6:18 A. M., Greens-boro' 800 A. M., Danville 10:18 A. M., Burkeville 2:05 P. M., and Richmond 4:23 P. M.

RICHMOND AID DANVILLE RAIL-

SCHEDULE OF TELINS TAKING EFFECT

SUNDAY, AUGUST 5, 1877.

ROAD COMPANY.

THROUGH PASSENGET TRAIN DAILY. No. 3-10:50 P. M., leaves Helmond: arrives at Burkeville 1:41 A. M., Dan-ville 5:51 A. M., Greensloge, S:15 A. M., Sallsbury 11:00

mond to New York; price of berth, \$2;
4:15 P. M. ACCOMMODATION TRAIN, for
Junction, leaves Broad-Street station
daily (Sundays excepted).
7:00 A. M. arrives at Byrd-Street station daily;
leaves New York at 6:05 the preceding evening; Baltimore at 11:55 P.
M.: Washington at 1:55 P. M.
10:45 P. M. arrives at Byrd-Street station daily (except Sunday). Leaves New York at
8.15 A. M.: Philadelphia at 12:05
P. M.: Baltimore at 3:15 P. M.; Washington at 5:30 P. M. LYNCHBURG ACCOMMODATION DAILY. 8:25 A. M. ACCOMMODATION TRAIN arrives

North and West, and with the C. & O. R. R. for Greenbrier White Sulphur and other springs in West Virginia. At Greensboro' with the N. C. and N. W. N. C. railroads to and from Salem. N. C. Ra-N. W. N. C. railroads to and from Salem. N. C. Ra-leigh and Goldsboro', and Intermediate points, At Salisbury with Westera N. C. railroad. These trains run daily on Richmond and Danville rail-road, and connect as above, except going north on Sunday morning and going south on Monday morning. Trains making this connection ran daily on Richmond. Fredericksburg and Potomac and Chesapeake and Ohio railroads except Sanday. Trains on N. W. N. C. railroad run from Greens-boro' to Salem daily except Sanday, and from Salem to Greensboro' daily except Saturday. Trekets sold to all southern and southwestern Tickets sold to all southern and southwestern points, and baggage checked through.

Local tickets are good only for a continuous passage between the points named on the tickets. No key-

over checks will be given.
T. M. R. TALCOTT.
General Superintenden JOHN R. MACMURDO, General Passenger Agent,

CHESAPEARE AND OBIG RAILROAD.)
RICHMOND, VA., June 1, 1877. {
CHESAPEARE AND OHIO RAIL.
ROAD.—On and after SUNDAY. June 3, 1877,
passenger trains will run as follows:

Arrive at Lynchburg... Arrive at Staunton.....

daily (except Sunday), between fillion and fluid ington runs daily, stopping at all regular stations. Express train runs daily, stopping at Hanever, Junction, Noel's, Trevillian's, Loaisa, Gordgisville, Charlottesville, Staunton, Goshen, Millhorf, Cov-ington, and all regular stations west of Covington. Mail and express trains connect at Gordon-wille for Washington and the North, and at Charlottes ville for Lynchburg and the South. Express train connects at Cincinnati with trank Express train connects at Cinefinati with trank lines for all points in the West, Northwest, and Southwest, and at Richmond with the Richmond

pdation train arrives at Rienmond a 345 A. M. Through tickets sold and baggage checked to all

General Passenger and Ticket Agent, W. M. S. DUNN, Engineer and Superintendent RAILROAD COMPANY.

On this read will run as follows: LEAVE RICHMOND SOUTH.

5:25 P. M., FREIGHT daily (except Sunday), with coach attached.

LEAVE PETERSBURG NORTH. 6:33 A. M., THROUGH MAIL daily (except Sunday), connecting with Richmond, Fredericksburg and Potomac rallroad for all points North, East, and West, 11:10 A.M., ACCOMMODATION TRAIN daily (ex-

cept Sunday) with passenger coach at-

SUNDAY EXCURSION TRAINS will leave Richmond at 9 A. M. and 5:30 P. M. every Sunday till further notice. ALL TRAINS leaving Petersburg will start from

the Appointation depot.
je 9 A. SHAW. Superintendent. RICHMOND, YORK RIVER AND CHESPKAKE? RAILROAD.

COMMENCING MAY 21, 1877.

THROUGH PASSENGER.

THROUGH FREIGHT.

UREDAY. Connects with steamers at West Point for river landings, Bal-timore, and all western points. Con-nects at Richmond with trains on Rich-mond and Danville railroad Richmond and Petersburg, and Chesapeake and Ohio railroads. LOCAL PASSENGER.

THROUGH PASSENGER. TUESDAY.

DEPARTURE OF STEAMERS. FOR PHILADELPHIA, FALL
RIVER, PROVIDENCE, AND BOS
TON.—The steamer ALLIANCE, Captain CARR,
will receive freight for the above ports until FRIDAY the 17th instant, at 10 o'clock.
W. P. PORTER, Agent.
au 16-2t
2425 book street.

FOR NEW YORK.—The Old steamship Company's steamship WYANOKE, Captain Couch, will sail FRIDAY, August 17th, at 10 o'clock A. M. Freight received until 9 o'clock A. M. Through bills of lading signed and goods forwarded with dispatch to all points north, south, east, and west; also, to foreign ports.

Passenger accommodations unsurrassed. Passenger accommodations manrpassed. Cabin fare to New York \$12; round-trip tickets, 24. Steerage, \$6 and \$8.

Broad-Street station daily (Sun

General Superintendent C: A. TAYLOR, General Freight and Ticket Agent,

E. T. D. MYERS,

days excepted).

\$24. Steerage, \$6 and \$8.

For freight or passage, apply to

G. W. ALLEN & CC., Azents,
au 15-3t Commany's Wharf, Roesetts. TAMES RIVER STEAMBOAT COMPANY. DAILY LINE-SUMMER SCHEDULE-FOR OLD POINT, NORFOLK, BALTIMORE,

PHILADELPHIA, NEW YORK. AND REGULAR LANDINGS ON JAMES RIVER On and after WEDNESDAY, May 2, 1877, the fast and elegant steamers JOHN SYLVESTER, Captain J. A. POST, and ELIZA HANCOX, Captain Captain J. A. Post, and ELIZA HANCOX, Captain Z. C. GIFFORD (carrying United States mail), will leave Richmond for the above-named places DAILY (Sundays excepted) at 7 A. M.

Passengers by this route view by DAYLIGHT all the historical points of interest on James river (passing through Dutch Gap), including forthications, battle-fields, Jamestown, Fortress Mouroe, Rip. Page Humaton Pauls, &c. &c.

actions the river and return same day by up-steamer at \$1 round trip; children half price.
Liberal arrangements will be made for moonlight excursions, Sunday-school and other pic-nie parties.
Freight received daily (Sundays excepted) from 7
A. M. to 6 P. M. for Boston, Norf./k, and Portstouth, and regular landings on James river, at reaonable rates.
Way-ianding freights must be prepaid.
L. B. TATUM, General Agent.
Office: Company's wharf, Rocketts, and 903 Mair

PHILADELPHIA, RICH-SHIP LINE FOR PHILADELPHIA PROVI-DENCE, BOSTON, AND ALL NEW ENGLAND REAL ESTATE AT PRIVATE SALE.

FOR SALE OR LEASE, the COALYARD recently occupied by J. J. Gordon &
Co., corner of Sixteenth and Marshall streets, near
the Chesapeake and Ohio Railroad depot; also,
MULES, CARTS, and OFFICE-FIXTURES connected with same. For particulars apply to General W. C. WICKHAM.

TANDS

DENCE. BOSTON, AND ALL, NEW ENGLAND
STATES, THREE TIMES A WEEK,—Until further soties the steamers of this line will make tri-weekly trips, leaving Philadelphia every TUFSDAY, and SATURDAY, and Richmond every TUESDAY, FRII:AY, and SATURDAY, connecting at Providence with Boston and Providence railroad for Boston, and by our Fall River line for the same city ria Cape Cod, landing at Old Colony depot, and avoiding transfer.

W. P. PORTER, Agent, 2425 Dock street, Richmond.

W. P. PORTER, Agent,
2425 Dock street, Richmond,
WILLIAM P. CLYDE & CO.,
General Agents,
No. 12 South Wharves, Pulladelphia,
D. D. C. MINK, Agent,
No. 29 Devoushire street, Boston. my 17 OLD DOMINION STEAMSHIP COMPANY. FOR NEW YORK.

This company will dispatch one of their splendic steamers—OLD DOMINION, WYANOKE, ISAA(BELL, and RICHMOND—every TUESDAY, FRI-DAY, and SUNDAY at high water. They have splendid saloous, state-rooms, and bath-The fare, accommodations, and attentions are un-

Freights for points beyond New York forwarded with dispatch, and no charge made except actual exenses incurred.
Freight received until 6 P. M. daily. Cabin fare to New York, \$12; round-trip tickets \$24. Steerage, \$6 and \$8. For further information apply to GEORGE W. ALLEN & CO., Agents, my 19 office Company's wharves, Rocketts.

CHEAP FREIGHT RATES POWHATAN LINE for BALTIMORE AND THE WEST, CANTON INSIDE LINE for PHILADELPHIA.

The steamers SHIRLEY and DEFIANCE will leave from Twenty-second and Dock streets every WEDNESDAY at 12 M. and SATURDAY at 4 P. M. Through bills of lading signed to all Canadian, northern, and western points at low rates.
H. T. DOUGLASS, Agent,

WOOD AND COAL. MOAL AND WOOD .- Full stock AN-

COAL AND WOOD,—Full stock AN-THRACITE, ail sizes: West Virginia SPLINT and ENGINE COAL, BRIGHT HOPE or CLO-VER HILL, SOFT COKE, OAK and FINE WOOD, and, in fact, all kinds of fuel offered in this market, warranted first-class and satisfaction guar-anteed or money refunded. Save money by calling at Nincteenth and Cary or Broad street between Seventh and Eighth and getting your supply, au 1 C. H. PAGE.

ANTHRACITE COAL, ALL SIZES, a lowest rates for first-class coal. S. IL HAWES. Eighteenth and Cary streets C O ALBURGH SPLINT COAL-best fuel in the market for open grates. S. H. HAWES, Sole Agent.

A NTHRACITE COAL, ALL SIZES, AT LOWEST SUMMER RATES. West Virginia Block Splint COAL, Cumberland COAL, by the cargo or in lots to suit the trade, on accommodating terms; Oak and Pine WOOD, All coal sold by weight, and guaranteed to be of the best quality. WIRT ROBERTS, corner Seyemeenth and Carv streets.

A NTHRACITE COAL-BEST QUALI TY-all sizes; SPLINT COAL for grates—none better; FIRE-COKE COAL for steam and smithbetter; FIRE-CORE CORE for steam and state ing-equal to Camberland coal; SOFT COKE, the best. Try my machine-prepared OAK and PINE WOOD-better than hat d-prepared; none cheaper. For winter supplies my prices are musually low.

P. R. CARRINGTON. corner Seventeenth and Cary streets. COAL AND WOOD.

ANTHRACITE COAL at summer prices,
KANAWHA SPLINT at sammer prices,
CUMBERLAND and QUINNIMONT, for steam,
OAK and PINE WOOD at current rates,
S. P. LATHROP,
je 28 Seventeenth street, at draw-bridge. CHEAP FUEL! GOOD FUEL!

ANTHRACITE COAL, BITUMINOUS COAL, COKE. COKE,
WOOD that is good.
Come and buy your winter supply of
J. F. COTTRELL.
je 14-3m corner of Cary and Ninth streets.

BANKS AND BANKERS. CITIZENS BANK OF RICHMOND. PAID-UP CAPITAL \$100.006 SURPLUS 17,000

Z. W. PICKRELL, President. E. B. SNEAD, Cashler.

grading to be to the substitute of

A. M., and Charlotte 1:15 P. M. A. M., and Charlotte 1:15 P. M., leaves district: arrives at Sailsburj 7:30 P. M., Greens-boro' 16 P. M., Danville 12:29 A. M., Burkeville 4:43 A. M., and Richmond 7:41 A. M.,

No. 5-10:00 A. M., leaves Richard daily and ar-rives at Burkeville at 12:25 P.

rives at Burkeville at 12:25 P.

M. connecting with the A. M.

& O. R. E. for all points in the southwest and the various springs and summer reserts on the line of that road.

No. 6-12:50 P. M., leaves Barkeville daily and arrives at Richmond at 3:12 P.

M. connecting with A. M. & O. R. R. from all points south and southwest, and from the various springs and summer reserts on that road.

Trains Nos. 1 and 2 stop only at Chula, Barkeville, Keysville, Drake's Branch, Roanoke, Clover, Scottsburg, Wolf Trap, Roston, Barksdaie's, Dundee, Danville, Redsville, Greensboro, Thomasville, Sailsburg, China Grove, and Air-Line Kalirozd Junetion.

tion.

Trains Nos. 1 and 2 connect at Dundee with the Virginia Midland radiroad. At Greensboro', for Ealeigh, Goldsboro' and Intermediate points, with N. C. radiroad. At Air-Line Junction with Atlanta and Charlotte Air-Line. At Charlotte with Charlotte, Columbia and Augusta radiroad to and from all points North and South.

Trains Nos. 3 and 4 will step at all stations and connect at Richmond going North and South with the R., F. & P. R. R. for Washington and all points North and West, and with the C. & O. B. C.

principal points.

For rates, information, &c., apply at Company's offices, and at 826 Main street, Richmond, Va.

CONWAY R. HOWARD.

.. THROUGH MAIL daily, connecting for Charleston, Augusta, Columbia, Savannah, Raleigh, Atlanta, Macon, Montgomery, Möbile, New Orleans, and all points South and Southwest, also connects at Petersburg with the Atlantic Mississippi and Ohio railroad for Lynchburg, Farmville, and other local stations on that road, making same time as by any other line. This train stops only at Manchester and Chester.

for New York, stopping at all regular

tached.
3:29 P. M. THROUGH MAPL daily, connecting with Richmond, Fredericksburg and Potomac railroad for all points East and West. Also, making close connection with the Chesapeake and Onlo railroad for the Virghuia Springs and all points North and West. This train stops only at Manchester.

CCHEDULE OF TRAINS.

6:00 A. M. Leaves Richmond MONDAY, WED NESDAY, and FRIDAY; and 5:00 A. M TUESDAY, THURSDAY, and SAT-

3:00 P. M. Leaves Richmond daily (except Sun-

THROUGH PASSENGER.

Arrives at Richmond TUESDAY, THURSDAY, and SATURDAY. Connects with trains on Richmond and Petersburg and Chesapeake and Ohio raliroads. Steamer Havana leaves Baltimore from Pier 144 Light street MONDAY, WEDNESDAY, and FRIDAY, at 4 P. M. Connects with trains from Philadelphia, New York, and western points, and at West Point with trains for Richmond and the South.

cept Sunday) at 4:00 P. M., and arrives at Gor-donsville at 7:45 P. M. Mail train between Richmond and Hinton runs daily (except Sunday), between Hinton and Hunt-

Southwest, and at the mond and Petersburg trains and Danville, and Richmond and Petersburg trains for all points South.

Steeping-cars run on night-trains.
Mail train arrives at Richmond at 5:30 P. M.
Express train arrives at Richmond at 6:30 A. M.
Accommodation train arrives at Richmond at

TOMMENCING AUGUST 6, 1877, trains 7:25 A. M., THROUGH MAIL daily, connecting

Chester.

1:10 P. M., ACCOMMODATION daily (except Sunday), Passengers taking this train will make close connection at Petersburg for Norfolk, and at Norfolk with splendid Bay-line steamers for Baltimore, Philadelphia, and New York, and with the Old Dominion steamers for Norr-Verk stonging at all regular

10:55 P. M., THROUGH MAII, daily lexcept sunday), connecting for Weldon, Raleigh, Wilmington, and Charleston. Pullman sleeping-car for Wilmington and the

6:10 P. M., FREIGHT TRAIN daily (except Sunday), with passenger coach attached.

This is the only line running double daily train
rom Richmond South. Passengers for Clover Hill connect at Chester daily, except Sunday.

THROUGH PASSENGER.

8:00 P. M. Leaves Richmond TUESDAY, THURS.
DAY, and SATURDAY. Connects at
West Point with steamer Havanz for
all points on York river and Eattinore. Arrives in Baltimore at 8 A.
M.; connects with rall-lines for Washington, Philadelphia, New York, Boston, and all western points. Connects
at Richmond with trains on Richmond
and Petersburg and Chesapeake and
Ohlo railroads.